



Report To: Greater Cambridge City Deal Executive Board

25th January 2017

Lead Officer: Chris Malyon, Chief Finance Officer Cambridgeshire County Council

Greater Cambridge City Deal Financial Monitoring

1. Purpose

- 1.1 The purpose of this report is to provide the Joint Assembly/Executive Board with the financial monitoring position for the period ending 31 December 2016.

2. Recommendations

- 2.1 It is recommended that the Joint Assembly/Executive Board note the financial position as at 31 December 2016.

3. Reasons for Recommendations

- 3.1 The Joint Assembly/Executive Board will be receiving regular financial monitoring reports throughout the financial year that set out expenditure against budget profiles.

4. Financial Position for the period ending 31 December 2016

4.1 Programme

- 4.1.1 Attached as an Appendix to this report are the programme costs incurred to the end of December 2016.

- 4.1.2 A summary of the expenditure as at the end of December against the profiled budget for the period is set out in the table below. The forecast variance relates to an in year underspend due to profiling and does not impact on the total cost of the scheme:-

Project Description	Total Budget £'000	2016-17 Budget £'000	Expenditure to date £'000	Forecast Spend - Outturn £'000	Forecast Variance - Outturn £'000
Histon Road Bus Priority	4,280	280	116	280	0
Milton Road Bus Priority	23,040	297	150	297	0
Chisholm Trail	8,400	1,040	349	580	-460
Cambourne to Cambridge / A428 Corridor	59,040	500	738	900	+400
Programme management & Early	10,450	1,940	460	500	-1,440

scheme development					
City Centre Capacity Improvements	3,000	300	414	450	+150
A1307 Bus Priority	39,000	500	61	250	-250
Cross-City Cycle Improvements	8,000	900	412	700	-200
Western Orbital	5,900	600	308	400	-200
A10 North Study	2,600	500	28	250	-250
A10 cycle route (Shepreth to Melbourn)	550	550	106	550	0
Total	164,260	7,407	3,139	5,157	-2,250

4.1.3 Histon Road – Bus Priority

Revised date to review scheme design is now set for 8th March 2017 Executive Board. The current delivery plans assume two further rounds of consultation in late 2017 and early 2018; public consultation on the detailed designs followed by a statutory consultation on draft traffic regulation orders. Forecast spend for 2016/2017 remains on track to achieve the annual out turn budget.

4.1.4 Milton Road – Bus Priority

Revised date to review scheme design is now set for 8th March 2017 Executive Board. The current delivery plans assume two further rounds of consultation in late 2017 and early 2018; public consultation on the detailed designs followed by a statutory consultation on draft traffic regulation orders. Forecast spend for 2016/2017 remains on track to achieve the annual out turn budget.

4.1.5 Chisholm Trail:

The forecast spend for the 2016/2017 has been revised to £580,000. The project section between Cambridge North station and Coldhams Lane has attracted considerable opposition and challenges introducing delays to planning application submission to the JDCC (Joint Development Control Committee) and hence delayed further contract work. Phase 1 Chisholm Trail is going before Joint Development Control Committee (JDCC) date of 15 March 2017.

There are also ongoing land negotiations underway with Network Rail along the southern section of The Chisholm Trail and with the two development sites Ridgeons, Cromwell Road and the City Council Depot. These still offer some uncertainties as to how the trail will be routed through the new developments and the developers' timescales. It is now not expected to submit a planning application for this particular phase of works until later in 2017.

4.1.6 Cambourne to Cambridge / A428 Corridor

The project outturn costs have been increased. The project is still within early design stages to establish an approved route alignment. A number of iterations and additional pieces of work have taken place over the last quarter including land surveys, further tests on a route alignment and preferred sites for Park and Ride, all adding to an increase in design time and cost. This is to be expected with a project of

this magnitudes and sensitive. There is likely to be an upward trend in spend as the project continues to evolve over the coming year and is in line with City Deal Executive Board key decision of 13th October.

4.1.7 Programme management & early scheme development

The Early Scheme Development preparation work is not expected to achieve the forecast outturn cost and a revised figure of £500k is recommended. Initial resources for work on the prioritisation of Tranche 2 schemes have been allocated, and are accounted for in this revised figure.

4.1.8 City Centre Capacity

Priority continues to further development the 8 key objectives. The validation of modelling and integration of output data on other major works continues to take a high priority. There were additional costs incurred over the last quarter primarily on further design iterations and modelling validation tests.

There is projected uplift in forecast spend for 2016/2017 due to additional work undertaken on modelling data.

4.1.9 A1307 Bus Priority

Further resources have now been allocated to develop the project and to mobilise a project team. The scheme remains on programme for delivery beyond 2020. With the new project team now in place it is expected to return to profile spend during the course of 2017.

4.1.10 Cross-City Cycle Improvements

Although spend is currently ahead of profile, the projected out-turn for the year is only expected to be £700,000 and thus the forecast spend for 2016/2017 is not now expected to achieve the original annual out turn budget.

Detailed design is progressing on all five of these schemes. Some further localised consultations and traffic regulation orders are required on some scheme elements, whereas other schemes are due to commence on site early in 2017, though a little later than first expected due to prolonged discussions around traffic management arrangements.

Site investigation work such as trial holes and vegetation trimming has been taking place, and some works to divert utilities will be commencing soon.

4.1.11 Western Orbital

Executive Board have reviewed the outline business case and refined the project to align more closely with Highways England Proposals for the M11 and junction improvements. The scheme has therefore been reviewed and design time reduced resulting in a reduction in outturn costs in 2016/2017.

4.1.12 A10 North Study Tranche 2

Current spend profiles are below forecast spend and are not now expected to fully achieve outturn costs. There are however expected costs for the development of modelling during the next quarter.

4.1.13 A10 cycle route (Shepreth to Melbourn)

On 9th June the City Deal Board approved expenditure of £550,000 for the A10 cycle route (Shepreth to Melbourn).

Work on site has now commenced with completion by March 2017.

4.2 Operations

4.2.1 This report includes the carry forward of funding for Skills (£59k) and Smart Cambridge (£20k), from 2015/16 underspends.

4.2.2 Any underspend at year end will be considered as part of an outturn report in order to determine whether the resources not utilised during the period are required in 17/18.

4.2.3 A decision has been made under powers delegated to the section 151 officer and in consultation with all Executive Board members to bring in some interim resource to provide additional leadership and strategic capability. The City Deal needs this extra capacity in the first half of this year to oversee the continued delivery of its ambitious and growing portfolio of work, ensure there is sufficient resource, capacity and the right organisational model as the Programme moves to its delivery phase and make the most of the opportunities the combination of the City Deal and the Combined Authority and Devolution Deal provide for our area.

Following the consultation with all Members of the City Deal Board and with the Local Enterprise partnership, the Chief Executives of the 3 City Deal Local Partner authorities have secured the services of Rachel Stopard as an interim City Deal Chief Executive for a six to nine month period. The cost of the appointment for 2016/17 is £63k. The current financial forecast for the Central Coordination and Strategic Communication functions for this year has sufficient capacity to fund this expenditure without requesting any additional budgetary provision from the Board for the current year. The financial implications associated with this assignment for 2017/18 will be included within the 2017/18 Budget Report that will be considered by the Board in March.

4.2.4 The actual expenditure incurred as at the end of December is as follows:-

Activity	Budget £000	Budget to date £000	Actual to date £000	Forecast Out-turn £000	Forecast Variance £000
Programme Central Co-Ordination Function	268.5	201.4	148.7	307.4	38.9
Strategic Communications	137.7	103.3	57.7	92.1	-45.6
Skills	190.0	142.5	140.0	187.5	-2.5
Economic Assessment	10.0	0.0	0.0	10.0	0.0
Smart Cambridge	220.0	28.0	27.9	220.0	0.0
Cambridge Promotions Agency	90.0	90.0	90.0	90.0	0.0
Housing	200.0	150.0	150.0	200.0	0.0
Affordable Housing	50.0	0.0	0.0	50.0	0.0
Intelligent Mobility	200.0	0.0	0.0	200.0	0.0
Total	1,366.2	715.2	614.4	1,357.0	-9.2

5. Implications

5.1 Financial and other resources

The outcome of any delays in incurring expenditure for which budgetary provision has been made in 2016/17 will be dealt with as part of the outturn report.

5.2 Risk Management

There are no implications that directly result from this report.

6. Background Papers

- a) Capital Programme report at January Joint Assembly meeting
- b) Partnership Budget report at March Joint Assembly meeting

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GREATER CAMBRIDGE CITY DEAL

Securing future prosperity

Project Description	Works Budget	Expenditure (Cumulative)													
		Spend	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Out-turn
City Deal - Histon Road Bus Priority	280,000	Profile	7,000	29,000	54,000	75,000	100,000	125,000	150,000	175,000	200,000	225,000	250,000	280,000	280,000
		Actual	7,351	30,328	68,476	71,524	102,505	106,042	108,507	116,035	116,035				116,035
City Deal - Milton Road Bus Priority	297,000	Profile	7,000	12,000	48,000	70,000	100,000	130,000	160,000	190,000	210,000	235,000	260,000	297,000	297,000
		Actual	7,287	21,546	57,935	61,311	79,950	84,776	135,940	147,828	147,828				147,828
City Deal - Chisholm Trail	1,040,000	Profile	25,000	30,000	60,000	90,000	120,000	250,000	290,000	320,000	350,000	400,000	500,000	580,000	580,000
		Actual	47,812	98,874	116,760	165,565	219,213	258,882	310,973	332,342	348,870				348,870
City Deal - Cambourne to Cambridge / A428 Corridor	500,000	Profile	30,000	95,000	120,000	150,000	175,000	200,000	250,000	600,000	700,000	750,000	825,000	900,000	900,000
		Actual	42,043	112,266	102,228	196,247	215,921	461,281	661,219	726,645	737,665				737,665
Programme Management and Early Scheme	1,940,000	Profile	5,000	15,000	30,000	50,000	100,000	125,000	150,000	175,000	460,000	460,000	460,000	500,000	500,000
		Actual	4,654	9,215	6,936	23,693	32,592	42,626	76,972	460,200	460,200				460,200
City Deal - City Centre Capacity	300,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	175,000	200,000	400,000	420,000	435,000	450,000	450,000
		Actual	831	59,073	86,463	138,531	145,797	174,562	201,090	321,143	413,520				413,520
City Deal - A1307 Bus Priority	500,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	210,000	230,000	235,000	240,000	245,000	250,000	250,000
		Actual	331	3,830	23,952	58,230	60,340	60,834	60,834	60,834	60,834				60,834
City Deal - Cross City Cycle Improvements	900,000	Profile	13,000	20,000	50,000	80,000	120,000	260,000	300,000	350,000	400,000	550,000	625,000	700,000	700,000
		Actual	32,702	70,081	126,231	161,151	230,253	315,876	343,666	404,371	411,946				411,946
City Deal - Western Orbital & M11 Jct 11 Bus Slip Rd	600,000	Profile	50,000	100,000	150,000	200,000	250,000	300,000	350,000	360,000	370,000	380,000	390,000	400,000	400,000
		Actual	18,965	42,341	39,146	71,382	83,126	135,685	213,115	299,535	308,253				308,253
A10 North Study (Tranche 2)	500,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	210,000	220,000	230,000	235,000	240,000	250,000	250,000
		Actual	0	0	12,000	17,168	22,814	26,224	26,224	27,633	27,633				27,633
A10 Frog End to Melbourn	550,000	Profile	0	0	5,000	10,000	20,000	30,000	40,000	160,000	280,000	400,000	530,000	550,000	550,000
		Actual	0	0	4,820	11,996	20,802	34,811	84,764	100,277	106,431				106,431
OVERALL TOTAL	7,407,000	Profile	212,000	451,000	742,000	1,025,000	1,360,000	1,870,000	2,285,000	2,980,000	3,835,000	4,295,000	4,760,000	5,157,000	5,157,000
		Actual	161,976	447,554	644,947	976,797	1,213,314	1,701,600	2,223,303	2,996,845	3,139,214	0	0	0	3,139,214